

Ocean for a feeder; and that cut for nearly two miles would probably be not less than twenty five feet deep to afford three feet water. It is possible that the springs at the deep cut might afford water for a supply above the surface of the sea; but the experience at the Chesapeake and Delaware Canal seems to contradict the probability—therefore they employ mill ponds which promise a supply; but mill ponds here become nearly dry in the summer. The Pocomoke river, above tide water, may become a feeder; and were a cut made about two miles south of the town of Berlin, starting from the Pocomoke at or near Purnell's Bridge, and in a direction for Newport creek of the Sinepuxent Sound, the cut at the Pocomoke would probably not exceed nine feet in depth, and at the deep cut probably not more than twenty feet, at a distance of about five miles from Pocomoke river; the remainder of the distance to Newport creek is about two miles, and could not be very expensive, as the excavation would be but trifling. A question would arise as to the expediency of drawing so much water from the Pocomoke, as it is probable we could not have sloop navigation. Upon viewing all the circumstances we are inclined to the opinion that a rail road would answer nearly every purpose of a canal, and as the excavation or embankment would be inconsiderable, the rails would be the only expensive part in bringing about this very desirable communication.

Thirdly. The part of the resolution relating to a canal from the river Pocomoke to some point on Tangier Sound, we next took into our consideration.—We caused a survey to be made from the town of Rehoboth, on the Pocomoke River, to the Annamesoix river, as marked on the map; which appears to be about six miles and one quarter, but joins the latter river where it is sandy and shallow for more than two hundred yards, when it arrives at the channel, which is of sufficient depth. Recourse here must be had to embankment. On this route the land is flat, and